

EPA Region 5 Records Ctr.



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**Fifty-first Annual Report**  
**OF THE**  
**Department of Public Works**

**FOR THE YEAR ENDING**  
**DECEMBER 31, 1926**

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**TO THE**  
**HONORABLE, THE MAYOR AND CITY COUNCIL**  
**OF THE CITY OF CHICAGO**

miles of brick and concrete, 150,439 catch basins, and at a cost of \$54,407,142.25. By flushing, at a cost of \$56,-

scrapping, at a cost of \$103,-

and, at a cost of \$179,477.61,

chine, at a cost of \$64,450.28,

n opening up inlets, etc.

as it was at the close of the ing been no annexations dur-

niles of streets and 1918.774

and Bathing Beaches has juris-nds, 6 athletic fields, 4 bath-; public comfort stations, 20 e municipal airport, and the

hare of receipts from conces-icpal Pier.

t the four municipal bathing t one drowning at any of the

constructed at 2341 Wabash rned over to the Fire Depart-

completed at 1217 Lafayette

ed and contracts awarded for k houses, in amounts ranging

completed and contracts will gine and truck houses.

at 3513 West 63d street, was st of \$74,000.

and advertised for extensive 2075 Canalport avenue, at an

s for the general work of the Building, at 1121 South State

street, were practically completed. The site was cleared and the foundation piers constructed, at a cost of \$172,029.05. Bids were received and are under consideration for the fabrication of the structural steel. The appropriation available for this project, including equipment, is \$2,500,000.

Drawings and specifications were made and contracts awarded, in the amount of \$56,000, for the erection of an electrical sub-station at the southeast corner of 55th street and Homan avenue. Construction has proceeded satisfactorily.

A garage building was completed for the Bureau of Streets at the southeast corner of Wrightwood and Ashland avenues, at a cost of \$55,000.

The acceptance of the river straightening ordinance by all of the railroad companies interested permitted the starting of work on the detailed plans during the latter part of 1926. It is estimated that the total cost of the river straightening will be \$7,568,176, of which \$5,068,176 will be paid by the railroads, and \$2,500,000 by the City.

The actual cutting of the new channel and filling in of the old channel must await the completion of a bridge at Roosevelt road over the new channel and a railroad bridge at 16th street. The bridge at Roosevelt road will be constructed without interruption of traffic, and at the same time a new bridge will be constructed at Taylor street.

The site of the new channel is now covered by a network of railroad tracks. It will be necessary to remove, relocate, and rearrange nearly twenty thousand lineal feet of single track to conform to the new situation. This will be done by the various railroads involved, in a programme synchronized with that of the City.

The cutting of the new channel will be done by dredges and the excavated material, amounting to about 920,000 cubic yards in place, or 1,400,000 cubic yards in the scows, will be disposed of on the lake front by arrangement with the South Park Commissioners, thereby creating additional land in Grant Park and resulting in a material reduction in the net cost of the project.

When the dredging of the main section is completed the new channel will be opened to navigation. The dock work along the new channel will follow the dredging as rapidly as conditions will permit, and will necessitate about 8,600 lineal feet of new dock.

The filling in of the old channel will be done with sand taken from the bed of the lake, and will require about 940,000 cubic yards. The work of filling will proceed southward to a point near 16th street, where the old channel will join with the new. The filled area will be occupied by railroad tracks, warehouses, and other facilities as rapidly as they can be built.

Simultaneously with the channel filling the City will push the work of building an additional viaduct across the old channel at Roosevelt road, joining the new bridge with the viaduct which extends from the present east dock to Wabash avenue. This will be built by halves,